

landscape-gardener, contributes to its beauty by presenting to the spectator distant views of its fine position, through long vistas of stately trees. The air of tranquillity which reigns around the spot itself, embraced as it is within the circle of the most populous capital in Europe, is almost marvellous, and would add a great and appropriate charm to a place dedicated, like a National Gallery, to the contemplation and study of fine art.

Some may be disposed at the first glance to regard Kensington Gardens as too distant for public convenience. On further examination I feel assured, my Lord, that this distance, so far from amounting to an objection, will appear to be a positive recommendation. For whose benefit is a National Gallery intended? Is it not, above all, for the honest hard-working artisan—the class which forms the great mass of our town population? Well, how does he visit such an institution? Is it because it stands near his own door, or that he happens to be passing by? Is it by matching half-an-hour from his restricted meal-time, or by loitering upon the errand of his employer? Certainly not! That is neither the way in which he does visit, or in which he ought to visit such a place. More naturally and fitly he makes it the object of holiday relaxation—leaving his too often unhealthy employment and abode, he goes forth with his family as much for fresh air as for amusement. By associating, therefore, an agreeable little excursion with an intellectual treat, you at once benefit him in both body and mind, and add immensely to his enjoyment and happiness.

But, my lord, we have the light of experience to guide us in this matter. I have no exact statistics to refer to, but I believe I am correct in stating, that nearly as many people visit Hampton Court as our National Gallery at Charing-cross. It has been playfully but not the less positively asserted, that even the inhabitants of the Strand are just as familiar with the one as with the other.

Would the site here proposed be less acceptable to the middle and upper classes? I apprehend not: on the contrary, it is strongly my opinion, that if the gallery were placed in Kensington Gardens, it would be far more frequented by both.

There is another class, my lord, entitled to consideration, namely, the professional artist. How would the change affect him? I have no hesitation in answering that by placing the national collection in Kensington Gardens, and thereby compelling the artistic student to take some wholesome bodily exercise in connexion with his intellectual pursuits, we should be conferring upon him a great benefit—a benefit which he would soon learn gratefully to appreciate; but the predilection entertained by artists for Kensington Gardens, as a place of recreation and study of nature, is notorious.

The Architectural History of Gloucester, from the earliest period to the close of the eighteenth century. By JOHN CLARKE, Architect. Gloucester: T. R. Davies.

The arrangement of this work, is, at all events, novel; instead of giving detached histories of each building, the author, Mr. Clarke, has divided the work into *periods*, in each of which he has described the parts which belong to the time under consideration. Thus, in describing Gloucester Cathedral, the crypt and nave are treated of under the head of the "Norman period," while the tower does not come into notice until four chapters later, under the "Perpendicular period;" and in this way each edifice is dissected, "in the same way that geologists would divide the organic remains of one country into primary, secondary, and tertiary."

This mode of arrangement, while it interferes with the use of the volume as a hand-book for sight-seers, has a value to the student. The work is illustrated with a number of etchings by the author, scarcely up to the mark.

Miscellaneous.

INJURY TO EGYPTIAN MONUMENTS.—A correspondent of the *Athenæum* expresses just indignation at the way in which Dr. Lepsius has treated some of the Egyptian monuments. He gives one instance. "Beloni's tomb is the richest of all in Art, in illustration of the religion and ceremonies of the Egyptians as well as of their astronomy,—besides having hundreds of square yards of hieroglyphics thickly interspersed with cartouches (or royal names). It is still painted as brilliantly as when the deeply cut letters were first filled with bright colours. From one spot I counted twenty-five white blotches in the limestone, from four to ten inches in diameter, on a wall

covered with hieroglyphics, quite perfect. There were as many more beyond my light and eye, no doubt. This was the work of Dr. Lepsius. The effect is the same and the injury similar to what would be produced by cutting out from the illustrated *Froissart* of Francis the First at Paris all the royal and noble names through twenty pages. But this is not the whole of the case. From the nature of the close-grained limestone it is evident that not one in three names or words could have been cut off whole; and, therefore, the evidence obtained would be inferior to a wax or a paper cast or a careful copy,—all easily made. There is no work of Art in this case,—no value in the words except as evidence; and the characters are as plain as Dr. Lepsius's many titles on his title-pages in Berlin. What then could be the motive which inspired this laborious robbery, if it were not to conceal from others what the energy of Beloni and the money of England had made patent to all the world; and this where discoveries as to the period of Osutamen or Sethos the First, the father of Rhamses [Sesostris], are most anxiously expected and sought for by those who are interested in Egyptian archaeology,—those very persons who buy and appreciate Dr. Lepsius's books?" He says his Arab guide, "after again and again showing us different illustrations of the Professor's industry, and referring to the written and oral opinions of travellers, broke out with an energy which made its own language." Effendi Inglis tell, Lepsius, one kelt kelt, one jackal, one dog:—a sentiment which we heartily concurred in, as some of your readers possibly may."

SPITALFIELDS SCHOOL OF DESIGN.—The annual meeting was held on the 17th, the Earl of Carlisle in the chair, when a report was read and prizes presented. The chairman said that the school of design in Spitalfields was eminently calculated to confer peculiar advantages on the district in which it was placed. That district was the seat of drudgery and toil. Those who earned out a scanty subsistence by their drudgery and toil were not placed in the magnificent squares near the glittering palaces, or the lofty porticos with which the west end of the metropolis abounded. Magnificent scenery was not to be found in the crowded streets and narrow alleys in which their lot was passed. It followed, then, that a sense of duty, as many of these humble labourers might be a Claude, a Turner, or even a Wordsworth, made it imperative upon them to provide for them means of improving their studies which were not found in their daily walks. The impulse once given, the spark communicated, and the train once fired, they found the lowly inhabitants of cellars and garrets bringing forth the magnificent specimens which had that day been exhibited. He did not mean to tell them that schools of design could create an imagination,—that could only be done by Him who clustered the stars and foliaged the flowers; but they could do much, they could light up the dark and rugged paths of evil, and make the humble labourer discover new beauties in the common rays of the sun.

ELECTRO-TELEGRAPHIC PROGRESS.—The electric telegraph has been introduced into Austrian state steamers, to enable the commander to communicate directly with the engine-room.—A convention has been entered into between Belgium and Prussia, for the establishment of an electric telegraph between the two countries. It will connect Berlin with Aix-la-Chapelle, Antwerp, Brussels, Ostend, and the French frontier.—The French Legislative Committee's report on the telegraph has been brought up by M. Leverrier. It states that the north of France will shortly be connected with the centre and the west by electric telegraph. The committee recommends opening the lines to the public under certain restrictions, and that the Government enter into contracts with the journals on reduced terms compared with the ordinary tariff, which is proposed to be three francs for one to twenty words, with an addition of twelve cents a myriametre.—The lines of electric telegraph are now spread over all the territory of the United States. One commencing at Burlington, frontier of Canada, goes to Boston, New York, and Washington, passing through Baltimore and Philadelphia; then crossing Virginia, Carolina, and Georgia, it extends by Richmond,

Raleigh, Columbia, Augusta, and Mobile, to Gulf of Mexico, and embouchure of Mississippi, at New Orleans. From New Orleans a second principal line ascends the valleys of the Mississippi and Ohio to Louisville. Other lines commence from the shores of the ocean, going towards the centre of the country, or ascending to the great Northern Lakes. The line from Burlington to New Orleans is 2600 miles, from New Orleans to Louisville 1150 miles. These lines do not always follow the railways, but generally take the shortest course. The wires are on posts, with glass insulating rollers; but passing a river, or arm of sea, are in gutta percha tubes, sunk under water. The telegraph from New York to Washington passes thus under four miles of the sea. Construction and repair are submitted to rigid economy, and farmers over whose lands the lines run frequently keep them in order for liberty to use the telegraphs.

Notwithstanding an inveterate opposition in the House of Lords, persisted in to the end, the British Electric Telegraph Company's Bill has passed through Committee without material alteration. It is to be hoped the bantling will not now be smothered by *amalgamative kindness*, since it has so sturdily withstood all openly inimical attempts to give it its quietus.

MODELS.—The Model of part of Liverpool, the docks, &c., now in progress for the 1851 Exhibition, is to be on so large a scale as to show everything distinctly, and will cost about 750*l*. A model of London has been made for the same purpose, on a scale of 5 inches to the mile, and containing in all 96 square feet. We understand that it exhibits the exact situation of all the public buildings, churches, bridges, railways, &c., with the Thames from Battersea to Rotherhithe, and shows the different elevations of the streets.—We are glad to hear that efforts are being made to purchase for the new Museum at Manchester Mr. Carrington's large plan-model (6 feet by 3 feet 11 inches) of 3,000 square miles of district in England, comprising the country lying in a broad belt between the Humber and the Mersey, including a great part of Yorkshire, Nottingham, Derbyshire, and Cheshire, described by us some time since.—A subscription is on foot to place Siborne's Model of the Battle of Waterloo in the Museum of the United Service Club.

LOCOMOTIVES WITH ANIMAL POWER WITHIN THEM.—Signor Clemente Mascerano, of Pignerol, Piedmont, has patented a new machine analogous to the American Tread-wheel Coach some time since described in *The Builder*. In the present instance the horses work on a platform, called a *pedivella*, inside the vehicle, and the power of their weight, as well as of their motion, is made use of by means of ropes communicating with the axle-trees of the leading wheels. It is alleged that a speed of even 60 miles an hour can be realized by means of the mechanism, without any increase in the rapidity of the motion of the horses, which is merely a walk, in which the animal does not actually advance beyond a single step, the platform retreating instead. A model "*impulsoria*," as it is called, has been brought to this country, and is at work, but at a much more moderate speed than the maximum boasted of, on the South Western Railway. It is thought that, as feeders on branch lines, such vehicles might be both economical and useful.

A PATENT has been taken out at New York for a "peculiar process of making bricks." The patentee in a letter, states that "he can build a blue, or a yellow, or a green, or a rainbow house, precisely according to the fancy of the owner."

SMITHFIELD MARKET.—The Markets Improvement Committee of the City Council have reported "on the references made to it on the Royal Commission respecting Smithfield and on the letter of Mr. G. C. Lewis," that they recommend the court to abide by the plan suggested by the committee. In course of a discussion on the report opened on Thursday last week, a letter was read from the Chairman of the Islington Cattle Market and Abattoir Company, offering to aid in fulfilling the recommendations of the Royal Commissioners, by conveying their property to the corporation on fair and reasonable terms, with a view to the abolition of Smithfield Market.